

MATSONIA MAY BEAT FORMER RECORDS

The Matsonia, the newest and largest vessel in the Matson Navigation fleet, passed outside of Sandy Hook on the long voyage to San Francisco by the way of Magellan strait a week ago today, was the declaration made by John H. Drew, manager of the shipping department of Castle & Cooke, who with Mrs. Drew, returned from a brief visit to the Pacific coast, as passengers in the steamer Honolulu.

"The Matsonia has met with the highest expectation of the builders. This was readily demonstrated at the time of the series of trials held on the Atlantic," said Mr. Drew.

"Captain William Matson, president of the company, returned from the launching three days before the Honolulu sailed for the islands. He was delighted with the initial performance of the new liner. There it was found necessary, a few changes have been made from the original plans as filed in the local office.

"The new Matsonia is to take its place in the front rank of trans-Pacific steamers," predicted Mr. Drew.

In steaming for the Pacific the vessel was chartered by the American Hawaiian line, which company supplied the Matsonia with a large general cargo. It is Captain Peter Johnson's intention to call at Punta Arenas or Sandy Point, near the entrance to the straits of Magellan, there to cable his arrival, and then proceed to San Francisco. It is believed that the Matsonia will complete the voyage between New York and San Francisco in 42 to 43 days. On the maiden voyage of the Wilhelmina that vessel steamed over the distance in 42 days.

Mr. Drew reports the charter of the Honolulu will remain in effect until July, with an option for an additional voyage in August. Three vessels will operate between San Francisco, Honolulu and Kahului in the passenger and freight service, the fleet to include the new Mauna, Lurline and the Honolulu. The Matsonia and Wilhelmina will take care of the coast, Honolulu and Hilo business.

With the return of Captain Matson to the Pacific coast, work of drafting a new schedule will be taken up with a view of completing it by the first part of the year.

LOGAN MAY BURN OIL - VESSEL IS DELAYED

The United States army transport Logan, now nearing port from the Philippines and due to reach Honolulu about 7:30 o'clock Thursday evening, is reported may soon be converted into an oil burner, with a view of cutting out the delay in the trans-Pacific voyage which necessitates a call at Nagasaki, Japan, for coal.

It is estimated that with the elimination of a visit to the Japanese port, the transports Logan, Thomas and Sherman will be able to make the trip from San Francisco to Manila in about six days less time than now required. It is the present intention to shorten up the time to within 19 days.

The Logan is to come to a berth at Oceanic wharf. The vessel is bringing a quantity of personal effects and quartermaster cargo. It is believed that the Logan has met with some rough weather after leaving Nagasaki.

The local quartermaster's department today decided upon the dispatch of the troopship at noon Friday. The Logan will take a mail for the mainland.

Marama Has Room for Many.

The Canadian-Australasian steamer Marama, from Sydney by the way of Auckland and Suva, and due to reach quarantine this afternoon, is reported to have sailed from Sydney, N. S. W. with 20 cabin, 40 second class and 35 steerage passengers. The Marama is believed to have about 1500 tons of cargo for discharge at British Columbia ports. It is the present intention to dispatch this vessel about 5 o'clock this evening.

Well-Known Tug Is Burned.

The tug Thistle, valued at \$3,500 has been destroyed by fire on the Sound. The Thistle was hauled out on the tides at Tacoma to make repairs to her wheel. Fire started in the boiler room when the crew was at work outside and nothing could be done to save the craft. The Thistle was owned by E. H. Wilson and was a familiar craft on the harbor for years. Insurance of \$1,200 was carried.

Clavently In Bad Plight.

Although the first reports received of the stranding of the British steamship Clavently in the Strait of Magellan, near Punta Arenas, stated that it was likely that the vessel would prove a total loss, attempts are now being made by Captain Keogh, her master, to float the ship into deep water. According to the last telegram from the scene of the mishap there is water in the forward hold and arrangements have been made to lighten the vessel's cargo.

Kauai Mills Resume Grinding.

Grinding of 1914 crop of sugar cane on Lihue and Hanalei plantations on the island of Kauai will be resumed with the last of the week, according to the report brought to Honolulu with the return of Purser Huxford, of the Inter-island steamer W. G. Hall this morning. The vessel brought several head of horses, 220 sacks of rice, 4 crates of chickens and 40 packages of sundries. The steamer met with fair weather on the homeward trip.

A succession of storms with strong gales and heavy seas were met by the steam schooner Saint Helens, laden with more than a million feet of lumber, consigned to the U. S. quartermaster's department. The Saint Helens is consigned to S. De Forest, the local broker. It is hoped that the vessel will be ready for dispatch to the coast on December 10th. The steamer was an early arrival at the port this morning and work of discharging her cargo will be conducted by men assigned from the army quartermaster's department.

eties that yielded more than others.

W. W. Goodale, that unlike and can not equally responsible believed that if all were right the quality cause little difference in traction obtainable. 12 per cent of such to yield an extra 16 per cent of such to that gained from 20 per cent of such. The results showed that the cause was not the tires, but the process only left problems.

George R. Ewart, years ago planter, March was the best off plant cane.

Good Record at Hilo.

John A. Scott, officer of the good record at Hilo mill, having adopted at Hilo mill, Hilo, much higher than Wood had changed the bars according to an extra cent. The mill new return by rollers exactly kalua, with the later came up the later, during neer changed the old way and the 94 per cent. L new force of young man who engineer to the p saw that the m improved setting.

HONOLULUANS RETURN IN MANCHURIA

With 121 cabin and two second-class passengers for Honolulu representing the advance guard of mainland tourists to spend the winter months in the islands, the Pacific Mail liner Manchuria reached a berth at Alakea wharf at 1:30 this afternoon.

The vessel is carrying 91 cabin, 96 second class and 329 Asiatic steerage passengers, destined for points throughout the Orient.

The Manchuria was selected as the vessel to take two parties of Japanese, who were recruited from among the ranchers and fruit growers of the Sacramento and Santa Clara valleys in California. They have formed an excursion party, the members of which will spend some time in Japan, returning to the coast shortly after the first of the year.

Heavy seas and gales served to retard the progress of the Manchuria. One death occurred on the trip down from San Francisco, a Japanese steerage passenger passing away from a complication of diseases. The vessel is to be dispatched for the Far East at 10 o'clock tomorrow morning, taking several hundred tons of machinery destined for the southern Philippines.

Among the passengers returning to Honolulu in the vessel were James S. McCandless, and Mrs. McCandless, who have spent the past six months on the Pacific coast and in several of the eastern cities. Mr. McCandless returns to participate in the gathering of Shriners in this city on Dec. 13.

Lester W. Haworth, a former newspaper man in this city, who left the islands for Nevada, is returning here with Mrs. Haworth and Miss Alice Haworth. They will spend some little time here in the renewal of acquaintances, and a tour of the Paradise of the Pacific.

Miss Beryl Hunter Jones, who some months ago was identified with the local branch of the Home of Truth, returned to the city in the steamer, after nearly a year spent on the coast and in southern California. C. Von Hanna and Mrs. Von Hanna are back from the mainland, where they remained some weeks.

Dr. E. V. Wilcox was also a returning passenger, having attended to business matters while on the mainland.

JAPANESE MILITARY PARTY OFFENDED AT REFUSAL OF BUDGET

(Special Cable to the Japanese Chronicle.)

TOKIO, Japan, December 2.—The military party, composed of high army officers, is reported as having become offended at the recent refusal of the cabinet to pass the military budget providing for two additional divisions of troops on Korea. The minister of war, in co-operation with the members of the cabinet, is planning an investigation, in order to quiet the spirit of apparent ill feeling.

Larsen Tackles Big Proposition.

William Larsen, in charge of the removal of a twenty-three ton condenser, that had been brought down from the coast in the steamer Honolulu, was successful in transferring the bulky piece of machinery through a congested Queen street this morning without an accident. The casting represents the heaviest weight handled in one piece at the port since the receipt of big guns for island fortifications.

Japanese Out for Business.

Capt. S. Wada, master of the Japanese liner Yokohama Maru, which reached the Sound yesterday from the Orient, brought news that the Nippon Yusen Kaisha line intends to go after the trans-Pacific trade in earnest early next year by placing additional boats of large tonnage on the run between Hongkong and Puget Sound via Yokohama.

ton, Dr. Verne Stover, Mrs. Verne Stover, Mrs. W. Winston, For Manila: Mr. Bartlett, B. Cabell, Miss M. Cunningham, R. B. Derickson, Mr. R. B. Derickson, Master Richard Derickson, C. N. Duffy, Mrs. C. N. Duffy and infant, Mrs. H. A. Grove, Miss E. Hope, G. E. Knapp, Miss Sofia Lohman, R. C. Lind, L. D. H. Malone, Mrs. E. C. McCullough, Miss Louise McCullough, D. J. Miller, Fred Patstone, Mrs. Fred Patstone, H. W. Pickrell, C. Ramalinga Reddy, R. M. Shearer, Mrs. R. M. Shearer, Mrs. W. H. Shutan, Miss Phelena Tackberry, J. O. Wagner, Mrs. J. O. Wagner, infant and maid, For Hongkong: Mrs. E. P. Bauer, Thomas J. Diven, F. C. Donison, Mrs. W. E. Griffith, Mrs. W. B. Harbrow, Miss Lella Kenny, Lin Get Ma, Mrs. Lin Get Ma and two children, F. D. Mullin, Mrs. F. D. Mullin, J. C. McCoy, Dr. Lillian Mitchell, Miss Kittie I. Nasch, A. J. Ralsch, Mrs. A. J. Ralsch, Miss L. Ralsch, Miss C. H. Rodel, Miss A. Ralsch, W. R. Snow, Mrs. W. R. Snow, Mrs. E. G. Sper, J. E. Vebelin, Mrs. A. Von Brinken, Mrs. Jane B. Voorhes, M. E. Wangel, J. D. Zollerbach.

HARBOR NOTES

Taking freight for Kona and Kauai ports on Hawaii, the steamer Mauna Loa is on the berth to sail at noon on Friday.

The next steamer from China and Japan ports is due to arrive here on December 15th, according to the present trans-Pacific schedules.

Completing the loading of 150 tons of bunker coal, the British freighter Strathness, with 3,500,000 feet of lumber, departed for Australia last evening.

According to cables, the Oceanic liner Sierra was delayed in departing from San Francisco for the islands. The vessel sailed on Saturday afternoon.

A score of intending passengers have been booked for the north Pacific coast in the Canadian-Australasian liner Marama, scheduled to sail at 8 o'clock this evening.

The steamer Mauna Kea was a departure for Hilo and way ports at 10 o'clock this morning, the vessel taking a small list of passengers and a quantity of general cargo.

A 16-day passage is credited the Associated Oil Company ship, Falls of Clyde that arrived at Gaviota from Honolulu on last Sunday. The vessel brought fuel for the Honolulu branch.

With general cargo only, the Inter-island steamer Walpole was dispatched for Honolulu, Kukuhihale and Kawaihau today. The vessel was supplied with mail destined for Hawaii ports.

It is expected that the Commercial Pacific cable schooner Florence Ward will be dispatched for Midway Island cable station on Thursday, following the arrival of later mail from the mainland.

Late wireless advice is to the effect that the U. S. transport Logan, from Manila by the way of Nagasaki, Japan, will arrive here tomorrow afternoon and is expected to sail for the coast on Friday morning.

City Transfer Co., James H. Love

KELLETT CASE NEARS CLOSE IN WARM ARGUMENT

(Continued from page one)

and also of the damage done to the evidence when certain witnesses were cross-examined.

From this preface he launched into a general summary of his case. He insisted that it was the duty of the commission, even though not convinced beyond a reasonable doubt of the sufficiency of the charges, to sustain the action of the sheriff. Following this, he took up the cases in their order, reviewing briefly the evidence adduced. When he came to the accusation that Kellett had worn a watch taken from a sailor, he stated he wished to drop that.

Peters Calls for Showing.

"The watch charge you can strike out," he said.

"No, you won't," declared Peters. "You've got to come out in the open and say why you want to drop it."

It developed before the arguments ended that this watch is said to have been purchased by Kellett in California, and, according to Peters, he was in a position to prove it. Peters in his argument used this incident powerfully against Smith, declaring that it was in itself an epitome of the glib way in which charges against Kellett have been listened to.

Before starting in on his argument, Peters complimented Smith on the fairness of his attitude in handling the case, and he complimented the commission, also, on being fortunate enough to have a man of Smith's intelligence and fairness to represent the sheriff. But, passing from that, he intimated much inexperience of the deputy attorney-general with crime and criminals, and in that way accounted for Smith's apparent acceptance at face value of the statements made by the men he was obliged to call to support his case. He declared repeatedly that Deputy Smith has been the victim of his own credulity, but he emphasized the evident effort of Smith to handle only charges that he thought were justified.

That these men, whose names have been heard time and again during the hearing—D. L. Mackaye, reporter on the Advertiser, Detectives Woo, Kuroda, Swaden, etc., and some of whom have been witnesses—are not unbiased, fair and impartial witnesses, but, on the other hand, have schemed to "get" McDuffie and Kellett at all hazards and are not in a position where they may be believed without reservation, were points driven in throughout the argument of Peters.

The attorney devoted more than an hour in presenting the facts to show both the apparent prejudice of the witnesses, but mainly to bring to the attention of the commission the alleged conspiracy generating from a desire to "get" McDuffie and Kellett. The name of Mackaye and the paper on which he is employed came in prominently in this review.

Says Reporter Wanted Police Job.

KELLETT CASE NEARS CLOSE IN WARM ARGUMENT

He pointed out to the commission, by reading a statement made to him by Kellett several weeks ago, that Mackaye had designs on a position to be known as inspector of police, and that as this position was not created, he felt that McDuffie, according to the statement, that he "was out and going to get McDuffie." Later, by the same authority, he informed the detective that he (Mackaye) had enough on McDuffie to "put him over for 10 years," and that as the captain and Kellett were so close together, what brought disgraces to one would bring it to another.

Continuing with this account, Peters brought up the events leading up to Kellett and McDuffie's suspension. He asserted that Kellett, going to Sheriff Jarrett to complain of "the condition of affairs in the detective department, where, he said, he felt he was being looked on with distrust by his men, offered to resign, which offer was not accepted by Jarrett.

Aims to Show Animus.

Near the middle of his address, Peters said:

"In July there was talk of an inspectors position being created and Mackaye was after it. The job was not created and Mackaye believed that McDuffie had prevented him getting it. And then Mackaye was out to fix McDuffie. This is the state of affairs at the beginning."

"Things went along for some time and Mackaye was getting desperate. And Mackaye, not the man in authority at the paper, tells Kellett that the Advertiser will have a blow out for a week before the return of McDuffie."

From this point he continued, outlining the movements of Mackaye and the men under him until the day of the "blow out" when McDuffie returned from the Orient and Kellett and he were suspended.

How Olsen was induced to make his notorious affidavit on the promise from Mackaye of reinstatement, how Olsen on discovering the import of much contained in the affidavit, demanded its return, how the Advertiser kept a copy of this repudiated affidavit in which charges of graft were bandied about, bringing in the names of several prominent men of the community, and later gave publication to it, were also dealt with to throw discredit over the sincerity and honesty of the witnesses who have taken the stand against Kellett.

Passengers Arrived

Per P. M. S. S. Manchuria, from San Francisco, Dec. 3.—For Honolulu: I. L. Hirschman, Dr. Charles Adams, Mrs. Charles Adams, maid and chauffeur, Mrs. A. W. Ashman, L. E. Arnold, Mrs. L. E. Arnold, Miss Wave Arnold, Master L. Arnold, G. J. Barrow, Mrs. R. H. Benrose, Miss Iwalani Benrose, Miss Norma Benrose, Mrs. Catherine Benham, B. A. Birdsell, Mrs. B. A. Birdsell, Mrs. Clara C. Blyth, Mrs. C. Briggs, Arthur Broyles, A. H. Brunner, Mrs. A. H. Brunner, Mrs. Horace Clark, O. J. Cornelissen, Miss Harriet L. Culver, Miss C. Cunningham, D. W. Earl, J. E. Emerson, Mrs. J. E. Emerson, G. B. Fitzpatrick, Harry Gaylord, O. St. John Gilbert, W. A. Granger, Mrs. W. A. Granger, Mrs. Ada Grant, nurse and chauffeur, Geo. D. Gray, Mrs. George D. Gray, Mrs. Frances Habicht, L. L. Collins, A. J. Drullard, Horace L. Hall, Mrs. Horace L. Hall, Miss V. R. Hammer, L. W. Haworth, Mrs. L. W. Haworth, Miss Alice Haworth, Miss Virginia Herendeen, Mrs. Louise Hubbard, Master Harold Hubbard, Master Chas. Hubbard, Miss Beryl Hunter-Jones, Mrs. E. H. Smith, Bessie Johnson, Mrs. Bessie Johnson, Miss Hilam Johnson, Victor Kearney, Mrs. Alfred R. Kelly and chauffeur, Miss Margaret Kelly, Mrs. W. B. Lardner, Miss E. Lardner, Miss Georgia E. Lardner, Baron Charles E. Le Gay, Baroness Charles E. Le Gay and child, W. A. MacDougall, Mrs. W. A. MacDougall, M. Magooch, F. J. McArdle, J. L. McArdle, J. L. McBarrie, Mrs. J. S. McCandless, J. S. McCandless, Mrs. J. S. McCandless, J. D. McGrath, D. Michael, C. D. Okerfin, Curtis A. Perry, W. Plueger, Miss C. L. Prohn, Miss Nan Raleigh, N. A. Rist, Mrs. N. A. Rist, Miss Francis K. Rollins, W. F. Sanborn, W. G. Schroeder, A. McSimpson, Miss F. Smith, Mrs. M. Sommer, Miss Fannie Sommer, Miss Mary L. Stevens, A. R. Thompson, Mrs. A. R. Thompson and child, Miss Rene Trelease, H. C. Tweedt, Mrs. H. C. Tweedt, Miss Emma Tweedt, H. C. von Hamm, Mrs. C. C. von Hamm, Miss Constance von Hamm, J. H. P. Voorhes, Miss Mary Waterhouse, Elemer Watson, Mrs. Palmerston White, J. N. S. Williams, Miss Norma G. Williamson, Dr. E. V. Wilcox, Mrs. G. P. Wilcox, Miss Angelina Wood, P. M. Woodworth, Mrs. P. M. Woodworth, Mrs. C. S. Wright, Mrs. Katherine Yates, Mrs. M. Zee, For Yokohama: G. C. Coors, Mrs. G. C. Coors, Norberto Dominguez, Lins Galvan, Manuel Guasque, Rev. E. H. Gunther, Mrs. E. H. Gunther, F. Hada, Miss E. J. Huen, W. A. Jones, G. Chapman Jones, E. Jones, E. J. King, Mrs. E. J. King, Rudolfo Nervo, William Westcott, For Kobe: J. Harold Dollar, Rev. H. P. Jones, Mrs. H. P. Jones and child, Miss Dorothy Jones, Rev. W. R. Weakley, Mrs. W. R. Weakley, For Nagasaki: Mrs. J. Harold Dollar, infant and maid, A. T. Harr, Mrs. A. T. Harr and infant, Mrs. L. E. C. Kemp-

Passengers Departed

Per P. M. S. S. Manchuria, for the Orient, Dec. 4.—Miss M. Bishop, Miss E. D. Bishop, P. A. Goode, W. A. Hartley, Mrs. W. A. Hartley, H. W. Hartley, H. Kahn.

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LADIES' PURSES. \$1.00, \$1.25, \$1.50, \$2.00, \$3.00, \$6.25	JEWEL BOXES (Leather Bound) \$1.50, \$3.00, \$3.50, \$6.50, \$7.50.	LADIES' SEWING BOXES. (Leather Bound) \$2.75, \$4.50.
CHILDREN'S PURSES AND BAGS. 35c, 50c, \$1.00, \$1.25, \$1.50, \$2.00.	COMB AND MIRROR SETS. (In Leather Cases) 30c, 60c.	TRAVELING CLOCKS. (In Leather Cases) \$2.75, \$3.00, \$6.50.
LADIES' HANDBAGS. \$1.75, \$2.00, \$2.25, \$2.50, \$2.75, \$3.00, \$3.50, \$3.75, \$4.00, \$4.50, \$4.75, \$5.50, \$6.00, 6.50, 9.50, \$10.50, \$11.50, \$12.50.	BRUSH SETS. (In Leather Cases) \$2.00.	WATER GLASS. (In Leather Case) 75c, \$1.50.
LEATHER PILLOW BAGS. Green and Brown. \$4.25 \$7.00, \$7.50.	WRITING TABLET With Memo Book (In Leather Case) \$3.75.	CHILDREN'S SEWING BOXES. (Leather Bound) 75c, \$1.00, \$1.50.
LEATHER SCARFS. \$6.50, \$8.50.	LEATHER CIGAR CASES. \$2.00.	PICNIC SET. (In Leather Case) \$15.00.
PIANO SCARFS. (Of Felt, finished with Leather.) \$4.25, \$5.00, 6.00.	TRAVELING SETS. (In Leather Cases) \$4.50, \$6.00.	
SHOPPING BAGS. (Of Felt, finished with Leather.) \$1.00, \$1.25.	CELLULOID TOILET SET. (In Leather Case) \$7.00.	
MANICURE SETS. (In Leather Cases) \$1.00, \$2.50, \$3.00, \$3.50, \$4.00, \$6.00, \$8.50.		

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